BookletChart™

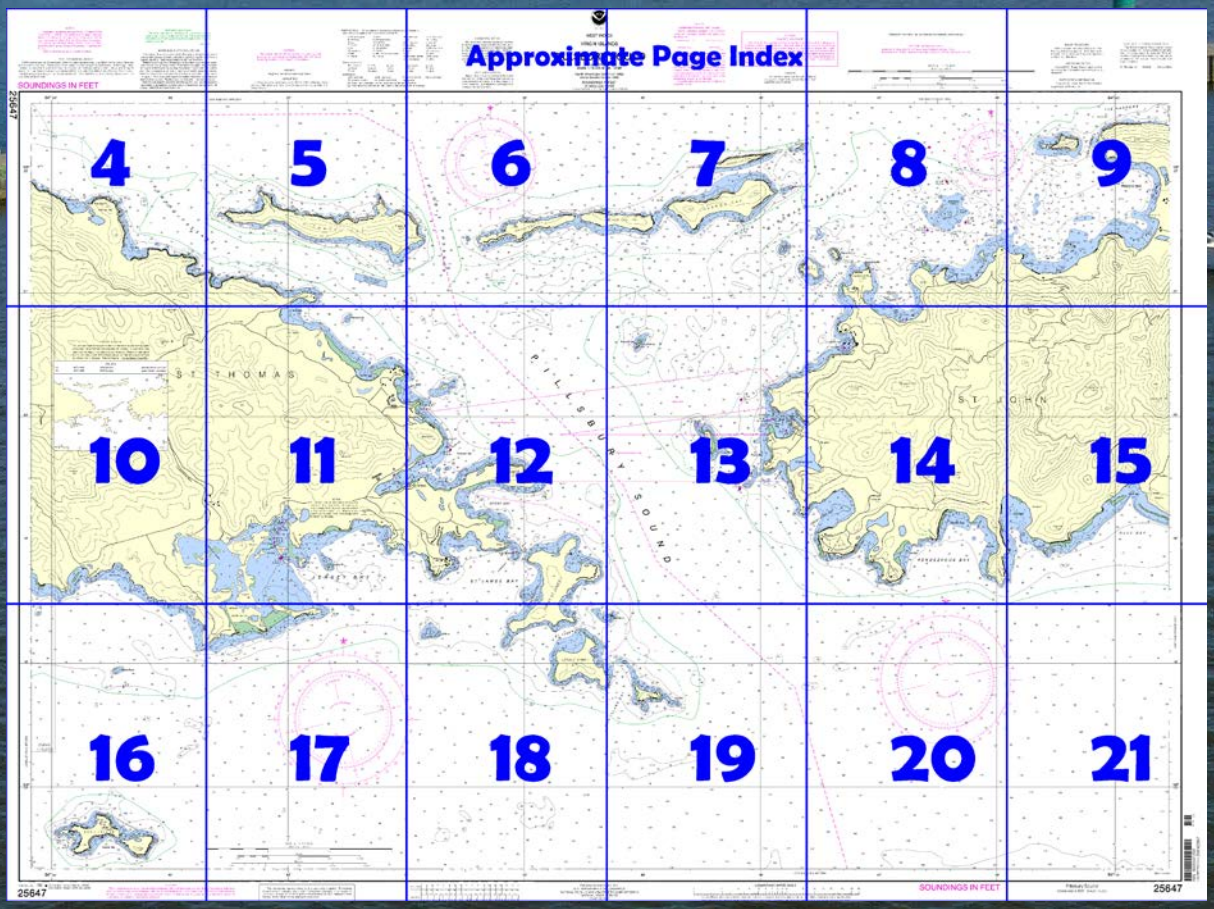
Pillsbury Sound

NOAA Chart 25647

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

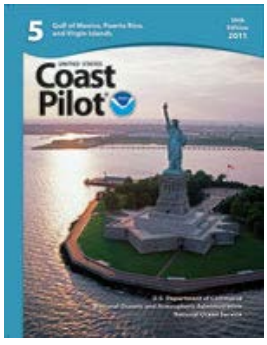
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25647.



(Selected Excerpts from Coast Pilot)

Mandal Bay, 3 miles E of Picara Point, is shoal, with a sandy beach at its head.
Mandal Point, just E of the bay, is 277 feet high, with cliffs 100 to 120 feet high at the water's edge. An unmarked channel, W of the point, has a rock jetty on either side which leads through the reefs and a landcut to a small dredged harbor. The channel has shifting sand bars and can be shallow. On the E side of the bay, a rubble mound breakwater extends 270 feet from shore on the N side of the channel entrance, and a smaller rubble mound jetty extends 70 feet from shore on the S side. To the SE of Mandal Bay is Tutu Bay with fringing reef on the E side. The bay often experiences heavy waves.
Water generally breaks on a reef close NE of Mandal Point. A 23-foot spot is 0.3 mile E of the point.
Coki Point, 1.9 miles ESE of Mandal Point, has a 47-foot high bluff with a sandy beach on the N side and shoreline foul with coral and fringing reef E and W of the beach. It forms the N shore of **Water Bay**. A conspicuous 235-foot cone-shaped hill is just S of Water Bay. **Turtleback Rock**, 2 feet high, is off the entrance to Water Bay 0.3 mile SE of Coki Point. Midway between Water Bay and Cabes Point is a small sandy beach located at Footer Point. There are several boulders off Footer Point placed as a breakwater which are covered by water. **Cabes Point** is a low rocky hook 1 mile SE of Coki Point. **Shark Island**, 32 feet high, is about 0.3 mile ESE of Cabes Point. Foul ground encircles the island with several visible rocks 125 yards off the NE end.
Just to the W of the Cabes Point is a small cove locally referred to as Lindquist Bay. Shallow reef are prominent on the W and E sides with a sand beach in the center, commonly referred to as Lindquist Beach. An unmarked channel lies in the middle of the cove.
St. John Bay, on the SE side of Cabes Point, has a shallow fringe reef at the W and E ends. A channel lies near the center of the bay and small boats can land ashore. A strong current runs between Shark Island and Prettyklip Point, locally referred to as Sapphire Beach.
Just SE of Prettyklip Point is a spit of land with hotels and condos. A marina is located in the alcove W of the spit. Buoys reported mark the channel to the marina.
Redhook Bay, at the E end of St. Thomas Island, consists of a S arm called **Muller Bay** and the W arm, **Vessup Bay** Ferry boats to St. John Island use a small L-shaped pier in the NE part of Vessup Bay. In 1972, a depth of 9 feet was reported at its face. The channel through Redhook Bay into Vessup Bay is marked by private buoys. A marina is 200 yards W of the L-shaped pier. Berths, gasoline, electricity, water, ice, and marine supplies are available. Repairs can be made to gasoline or diesel engines and to some electronic equipment. The National Park Service maintains an L-shaped pier on the S side of Vessup Bay; in 1972, depths of about 6 feet were reported alongside.
Cabrita Point, the E end of St. Thomas, rises to a height of 210 feet. A neck of land joins the remainder of St. Thomas. A 24-foot spot lies 0.6 mile ESE of Cabrita Point.
Pillsbury Sound is the body of water between St. Thomas, St. John, and the cays which bound the sound on the N side, forming an excellent roadstead about 2 miles in extent E and W and 1.5 miles N and S. This area is quite secure against rollers and all winds except from the S which blow only in the hurricane months, but the area can become quite rough. The current attains a velocity of 2 knots.
The depths in the sound are somewhat irregular, varying from 41 to 111 feet. All the main passages leading to it are deeper than the mean depth of the sound itself.
Thatch Cay, at the NW end of Pillsbury Sound, is 1.6 miles long. The island is in the form of a ridge, 482 feet high near the E end.
Two Brothers are two small 12-foot-high barren rocks lying in the middle of Pillsbury Sound; a light 23 feet above the water is shown from the larger rock. A ledge extends off their NE side, deepening to 30 feet at a distance of 250 yards. Vessels can anchor in depths of 40 to 65 feet about 0.5 mile NE of Two Brothers on sand and mud bottom.
Cowpet Bay, in the N part of St. James Bay, is 0.3 mile wide between **Water Point** and **Deck Point**.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Table of Selected Chart Notes

Corrected through NM Jul. 29/06
Corrected through LNM Jul. 25/06

HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection
Scalle 1:15,000 at Lat. 18°20'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOW WATER

NOTE B

Benner Bay Channel has been reported shoaled. It is suspected that some piles, which could not be located, may be broken off below the waterline. Mariners are cautioned to seek local knowledge prior to transiting the area.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.165" southward and 1.499" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

St. Thomas, V.I.	WXM-96	162.475 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from Geological Survey, and the U.S. Coast Guard.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

CHANGES in BUOYAGE

Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

NOTE A

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Refer to charted regulation section numbers.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

WIRE DRAGGED AREAS

The area outside, or offshore, of the solid line has been swept clear to a depth of 42 feet. The areas between the solid and broken green lines have been swept clear to a depth of 36 feet.

1924-1927

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

The prudent mar
to navigation, parti
Guard Light List and

Heights i

Hydrography and top
Survey, with additional
Coast Guard.

SOUNDINGS IN FEET

25647

64° 54′

53′

CONTINUED ON CHART 25641

18° 22′

21′

LEEWARD PASSAGE

Mandal Bay

Mandal Pt

Mandal Hill

277

Tutu Bay

Sunsi Pt

Sunsi Bay

Spring Pt

Spring Bay

Lee Pt

Brother-East Pt

Cassi Hill

590

Frydendal

Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.

WARNING

ariner will not rely solely on any single aid
rticularly on floating aids. See U.S. Coast
nd U.S. Coast Pilot for details.

HEIGHTS

s in feet above Mean High Water.

AUTHORITIES

ppography by the National Ocean Service, Coast
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B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray		Oys oysters	so soft
bk broken	G gravel	h hard		Rk rock	Sh shells
Cy clay	Grs grass	M mud		S sand	sy sticky

Miscellaneous:

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POLLUTION REPORTS

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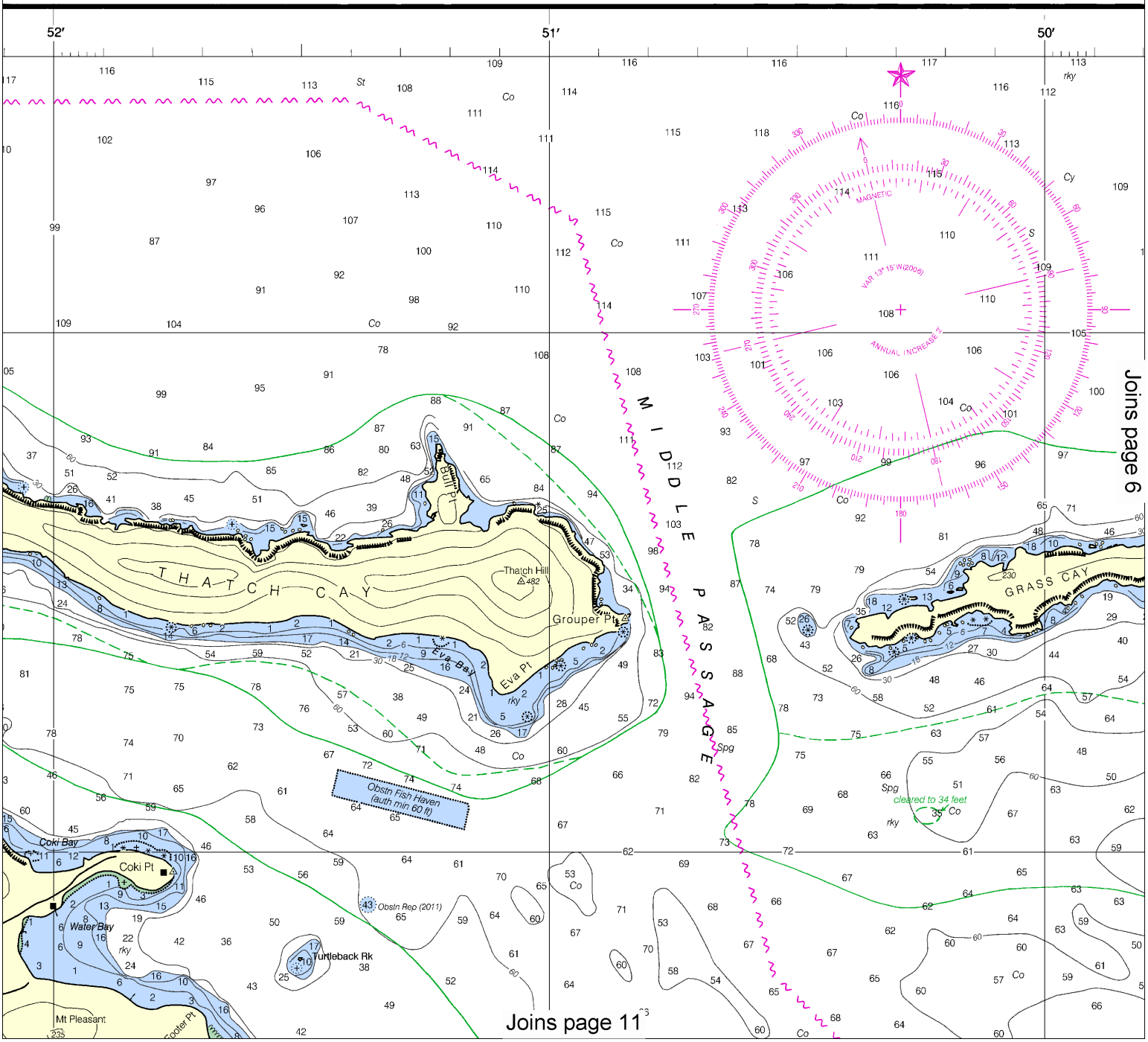

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:20000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

COAST SURVEY

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
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Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
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SOUNDINGS IN
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Formerly C&GS 938, 1st Ed., Feb. 1941

51′ 50′

Joins page 5

Joins page 12

MIDDLE PASSAGE

CHOCAY

GRASS CAY

Thatch Hill 482

Grouper Pt

Eva Pt

Eva Bay

Gull Pt

Obstn Fish Heaven (auth min 60 ft)

Obstn Rep (2011)

Turtleback Rk

cleared to 34 feet

MAGNETIC

VAR 13° 15'W(2008)

ANNUAL INCREASE 2'

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

See Note on page 5.

Nautical Miles
0 1

Yards
500 0 500 1000 1500

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N FEET
WATER
41 D-1941-545 KAPP 384

CAUTION
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Pipeline Area — Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

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CAUTION

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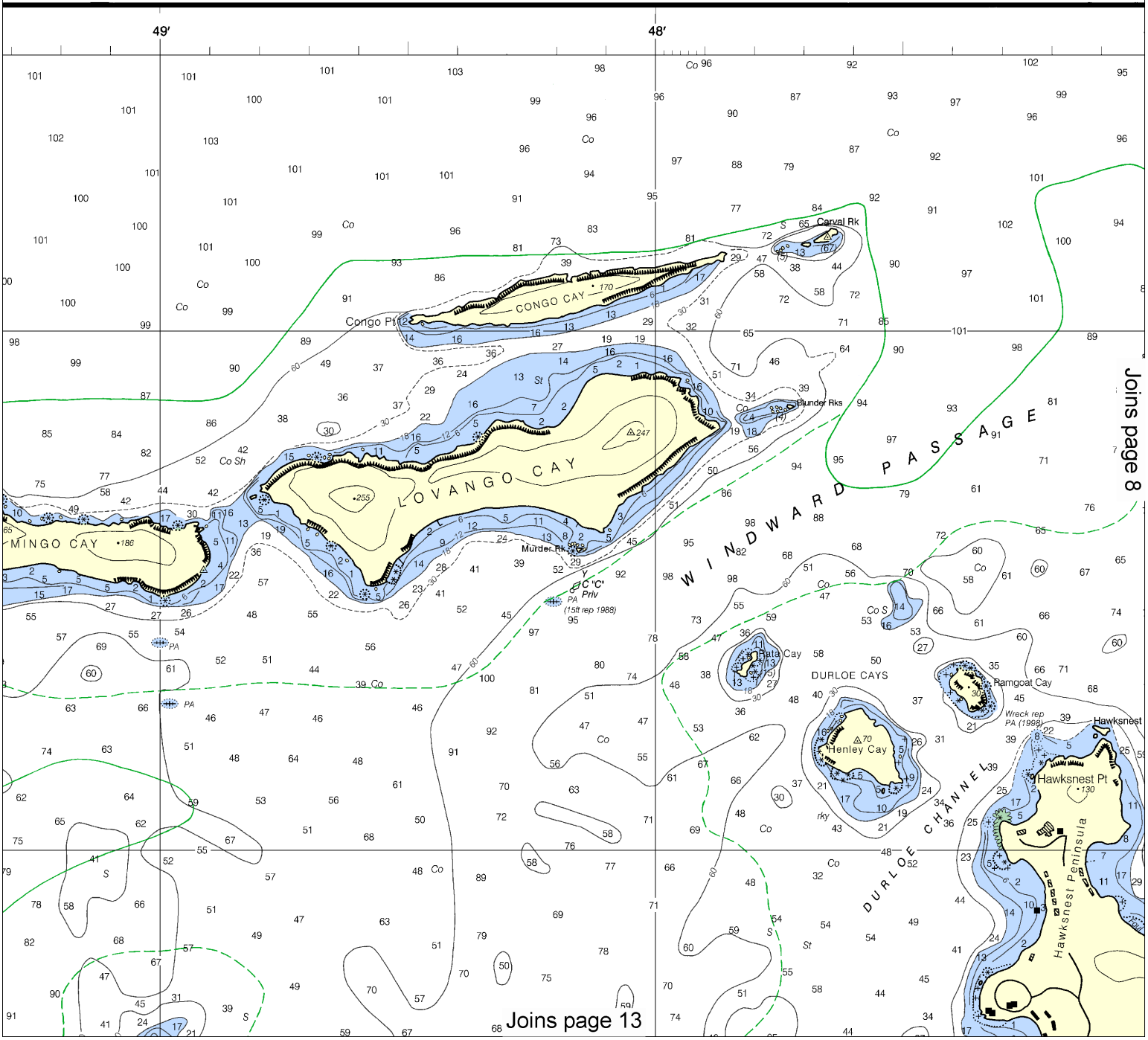

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4712 11/24/2012,
Canadian Coast Guard Notice to Mariners: n/a.

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Additional information can be obtained at

COLREGS, 80.738a (see
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The entire area of this chart falls seaward of the

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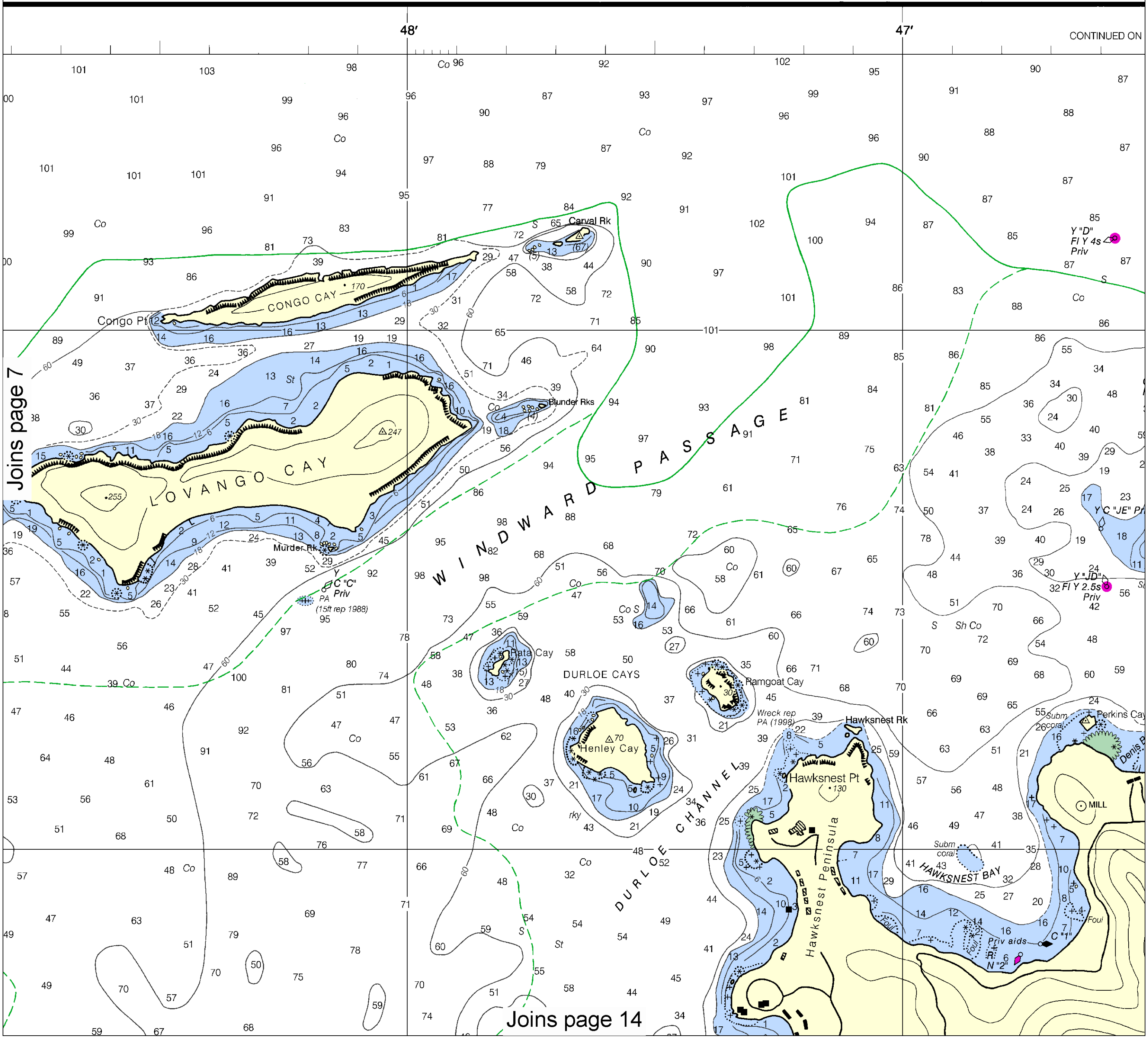

Printed at reduced scale. SCALE 1:15,000 See Note on page 5.
Nautical Miles
0 1
Yards
500 0 500 1000 1500

Note: Chart grid lines are aligned with true north.

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e COLREGS Demarcation Line.

LE 1:15,000
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½ 1
Yards
500 1000 1500
Meters
500 1000 1500

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

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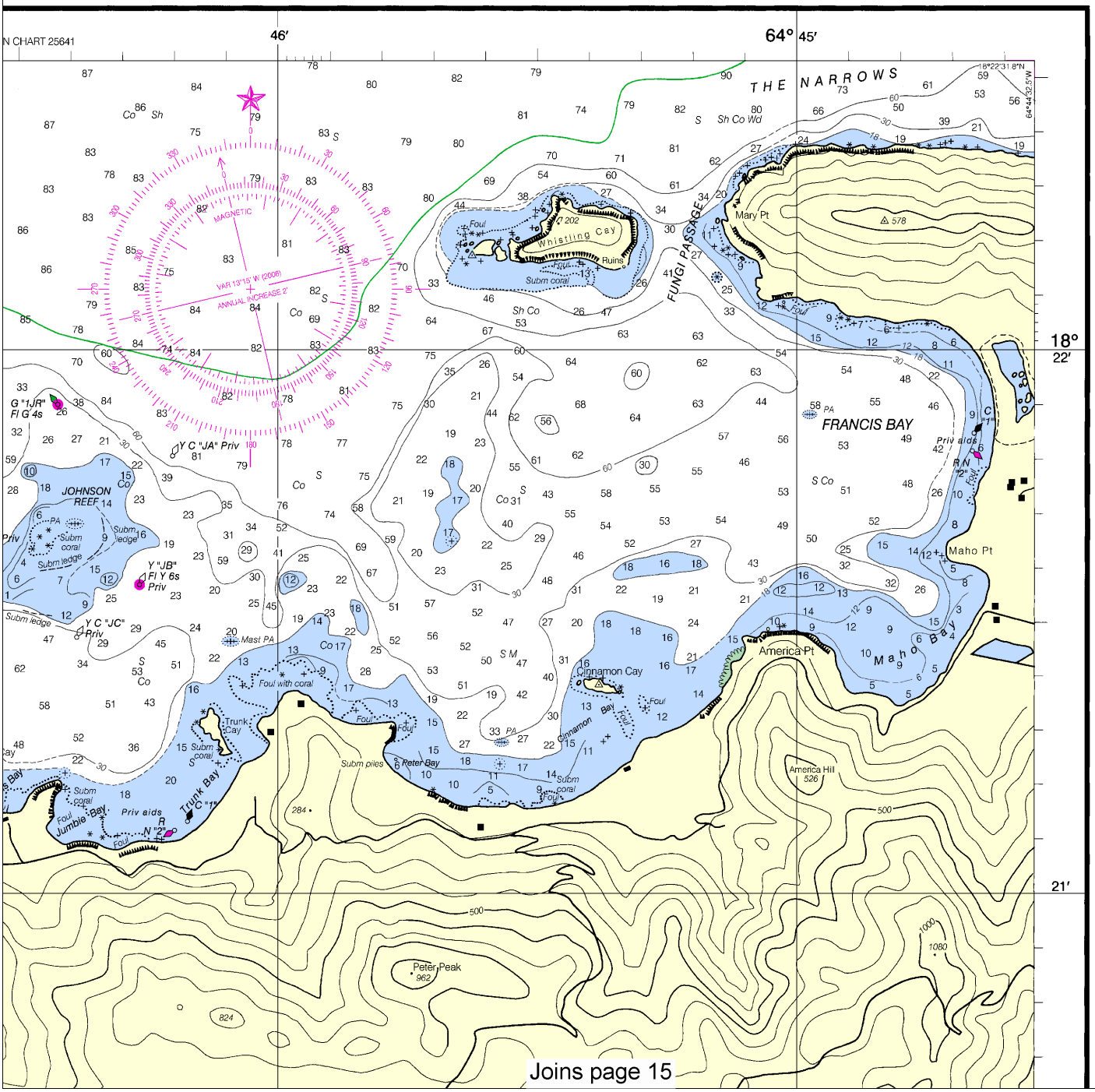
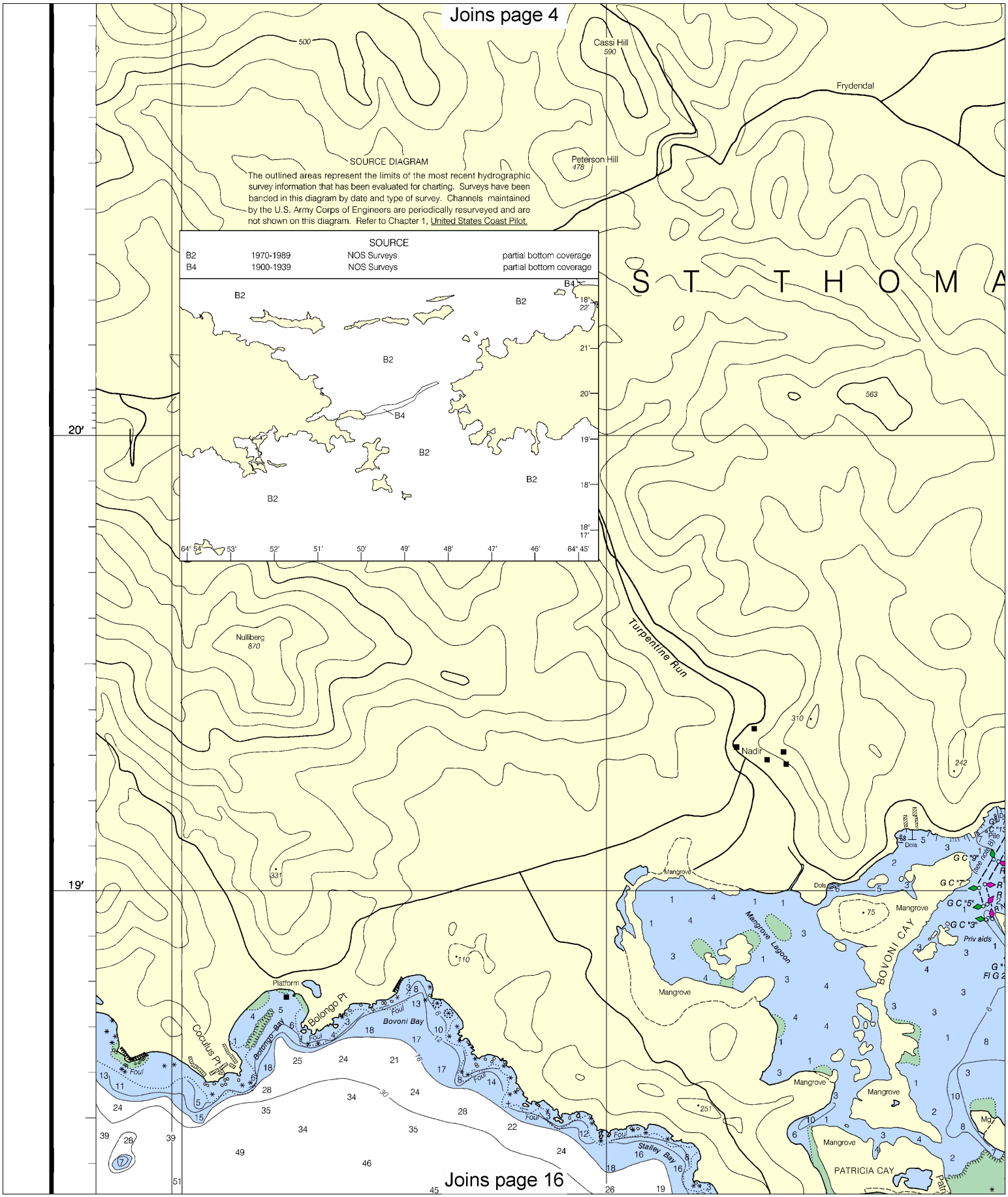




10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

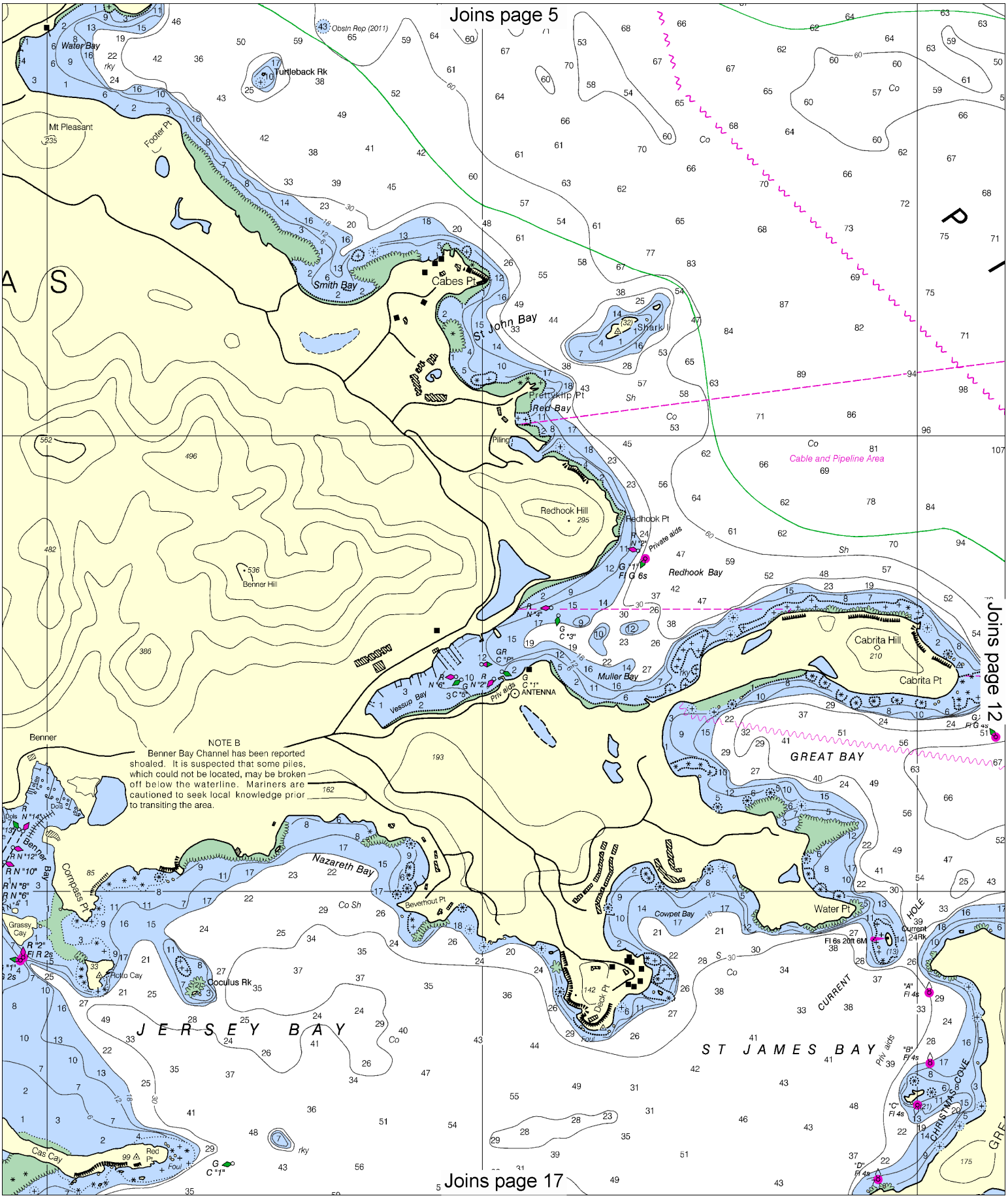
Nautical Miles

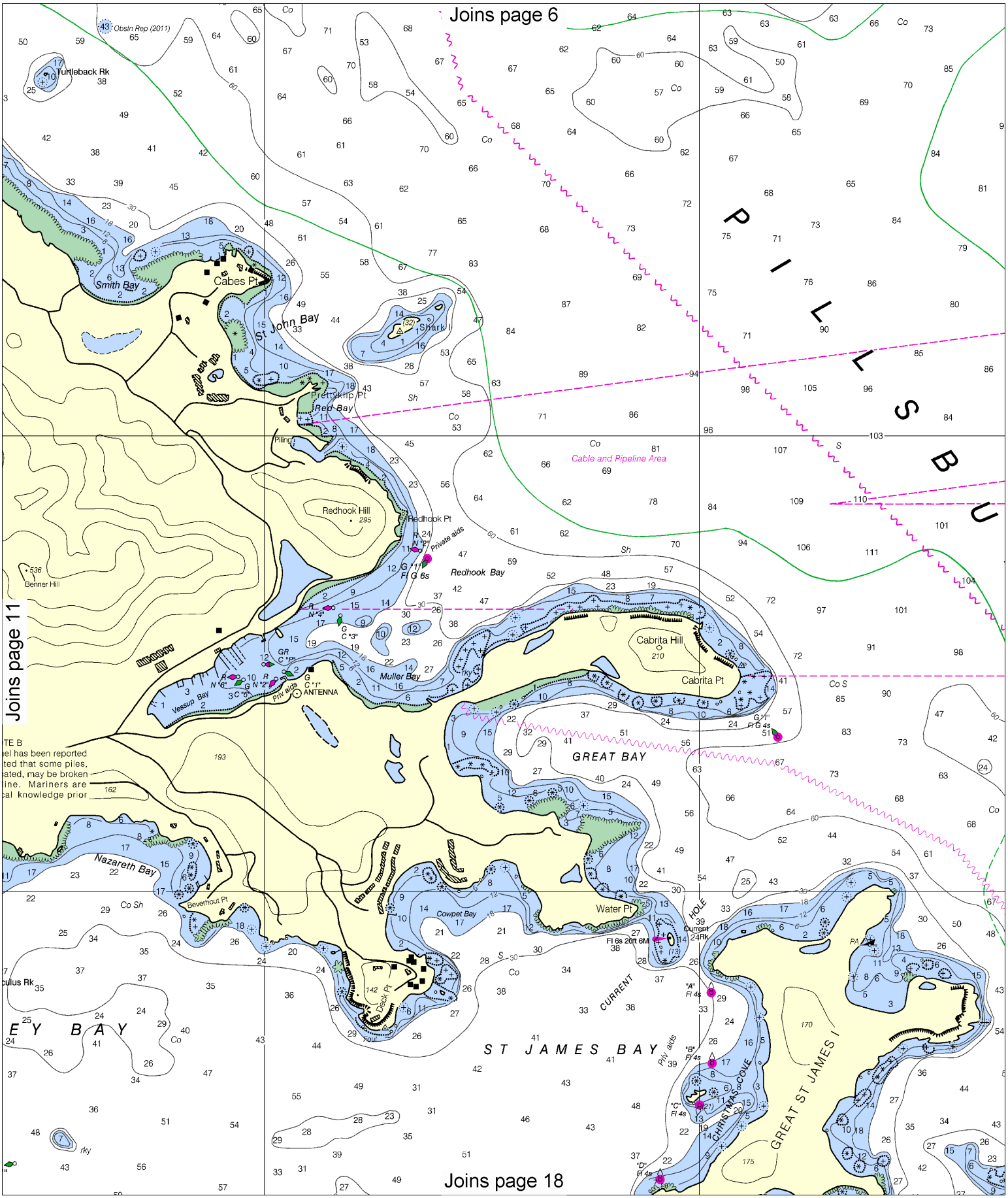
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
Water Bay
Turtleback Rk
Mt Pleasant
Footer Pt
Smith Bay
Cabes Pt
St John Bay
Shark I
Prettyship Pt
Red Bay
Redhook Hill
Redhook Pt
Redhook Bay
Private aids
Cable and Pipeline Area
Benner Hill
Vessup Bay
Muller Bay
ANTENNA
Cabrita Hill
Cabrita Pt
GREAT BAY
Benner
NOTE B
Benner Bay Channel has been reported shoaled. It is suspected that some piles, which could not be located, may be broken off below the waterline. Mariners are cautioned to seek local knowledge prior to transiting the area.
Benner Bay
Compass Pt
Nazareth Bay
Bevertmout Pt
Grassy Cay
Picko Cay
Coculus Rk
Cowpet Bay
Water Pt
HOLE
Current
24Rk
Fl 6s 20ft 6M
CURRENT
Duck Pt
JERSEY BAY
ST JAMES BAY
Cas Cay
Red Pt
Four
CHRISTMAS COVE



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

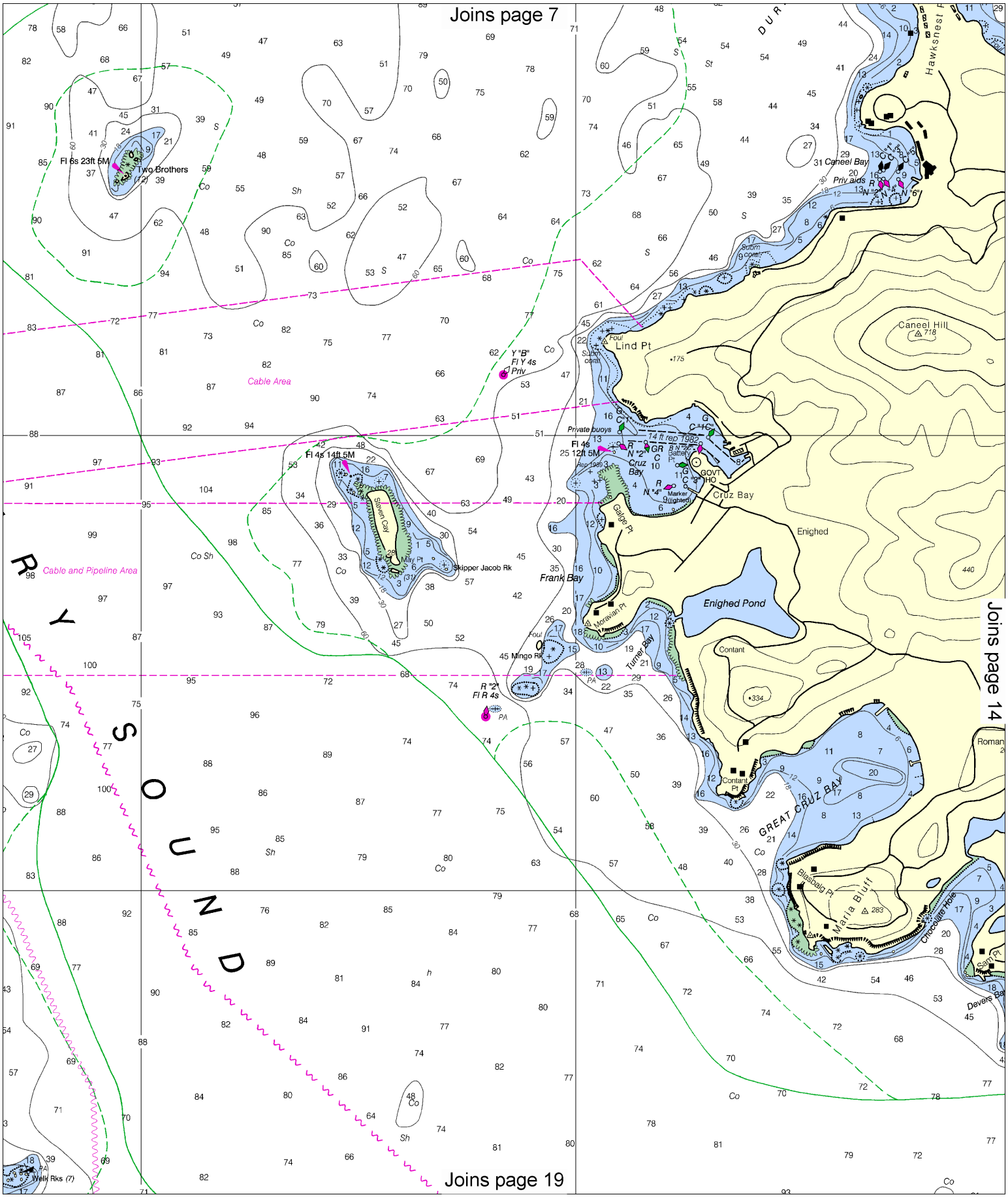
Nautical Miles

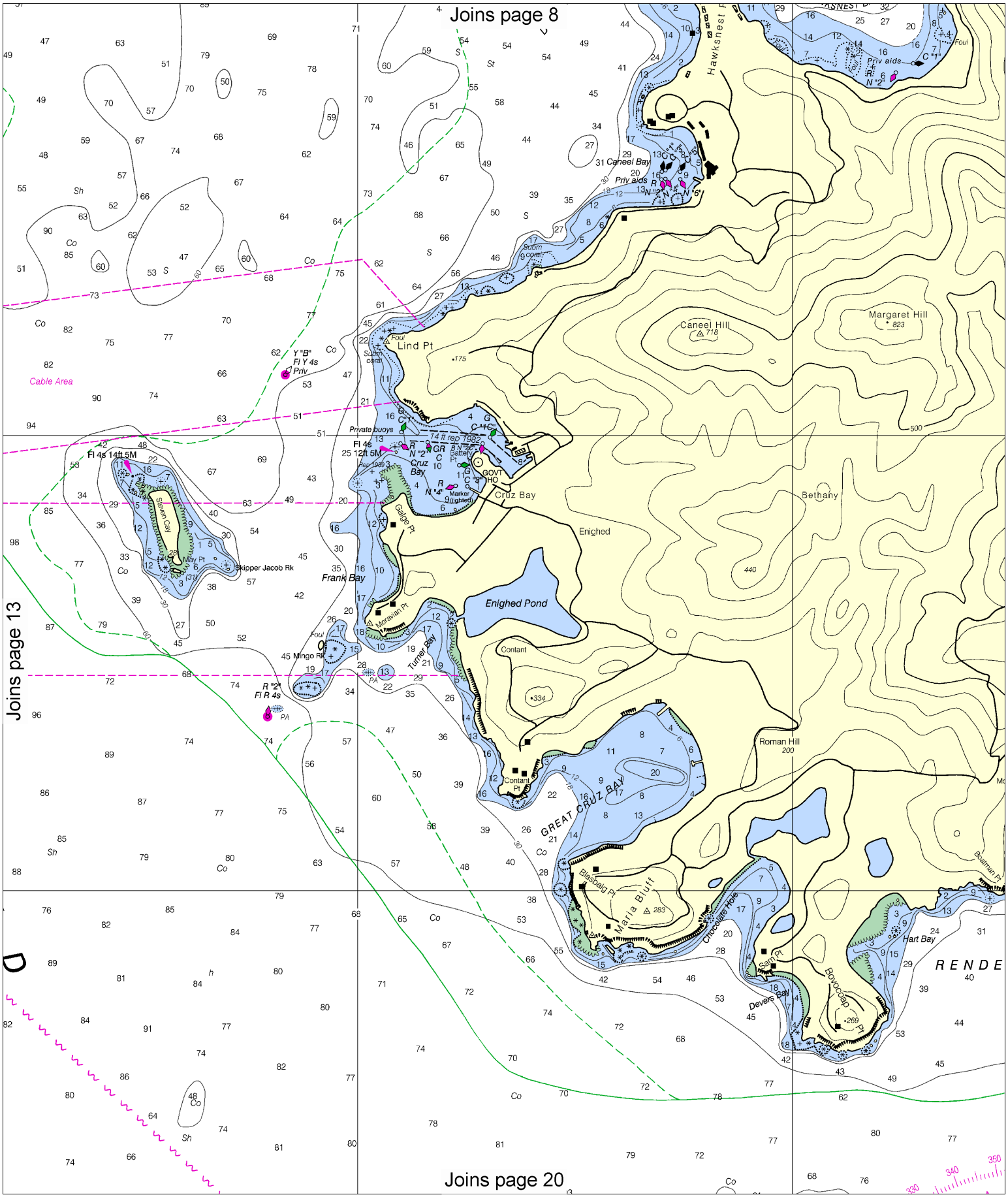
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 7
Joins page 14
Joins page 19
Fl 6s 23ft 5M
Two Brothers
Cable Area
Fl 4s 14ft 5M
Cable and Pipeline Area
Skipper Jacob Rk
Frank Bay
Mingo Rk
R "2"
Fl R 4s
Y "B"
Fl Y 4s
Priv
Private buoys
Fl 4s
25 12ft 5M
Cruz Bay
Lind Pt
Caneel Hill
718
Caneel Bay
Priv aids
Enighed
Enighed Pond
Contant
Contant Pt
Turner Bay
Moravian Pt
Galoe Pt
Stavers Cay
May Pt
GREAT CRUZ BAY
Maria Bluff
283
Blasbalg Pt
Chocolate Hole
Hawksnest Pt
Roman
Devers Bay
Welk Rks (7)
RY SOUND



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

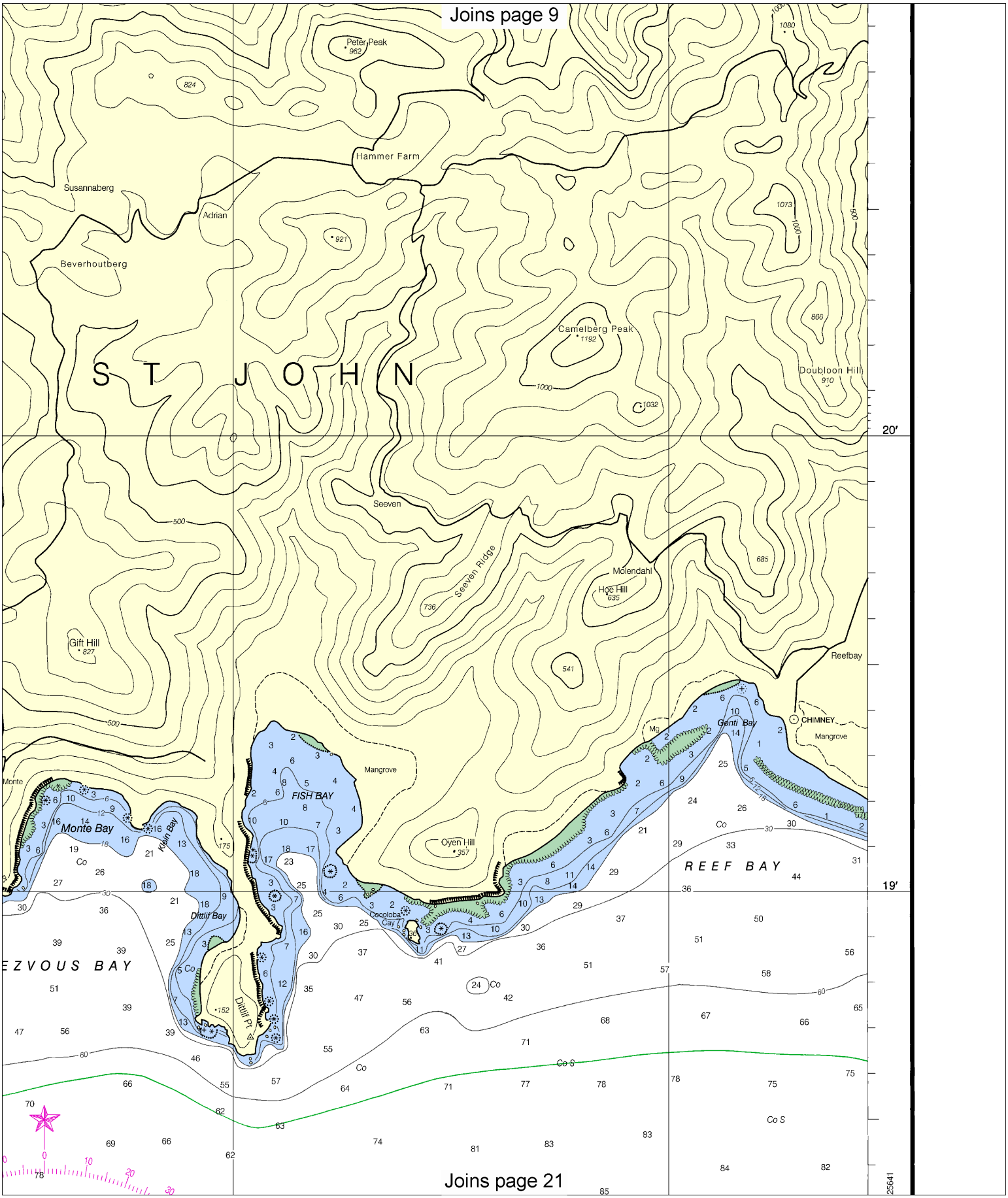
Nautical Miles

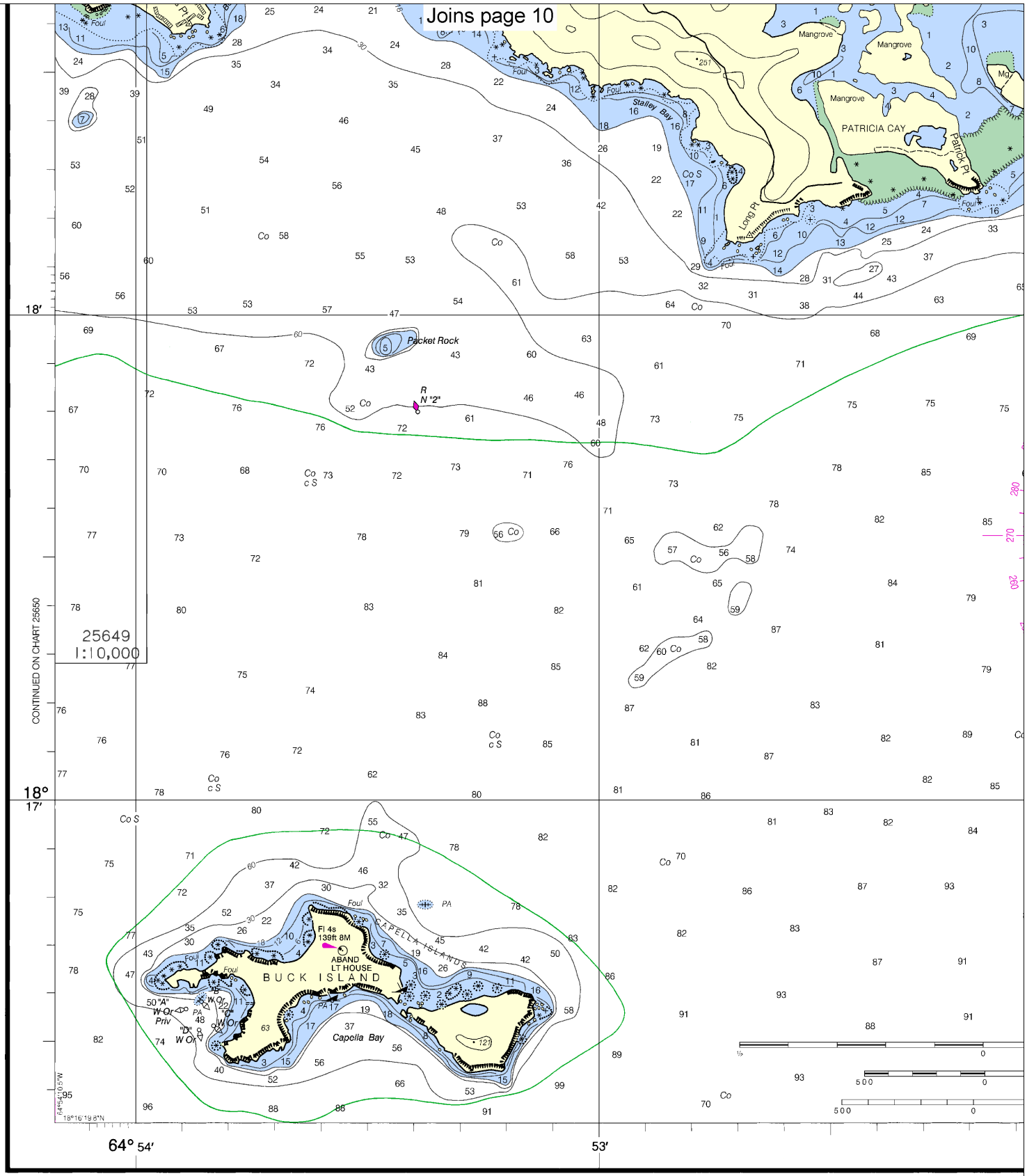
0 1

Yards

500 0 500 1000 1500

See Note on page 5.


Joins page 9
Peter Peak
962
824
Hammer Farm
Susannaberg
Adrian
921
Beverhoutberg
S T J O H N
Camelberg Peak
1192
1032
Doubloon Hill
910
1000
1080
1073
866
685
20′
Seeven
500
Seeven Ridge
736
Molendahl
Hoe Hill
635
Gift Hill
827
541
Reefbay
CHIMNEY
Mangrove
Genti Bay
Mg
Monte
Monte Bay
Klein Bay
FISH BAY
Mangrove
175
Oyen Hill
357
Co
REEF BAY
19′
Dittlif Bay
Cocoloba Cay
EZVOUS BAY
Dittlif Pt
152
24
Co
Co S
Joins page 21
25641



11th Ed., Jul. /06 ■ Corrected through NM Jul. 29/06
Corrected through LNM Jul. 25/06

25647

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

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Ocean Service
improving this
Service, NOAA

Note: Chart grid lines are aligned with true north.

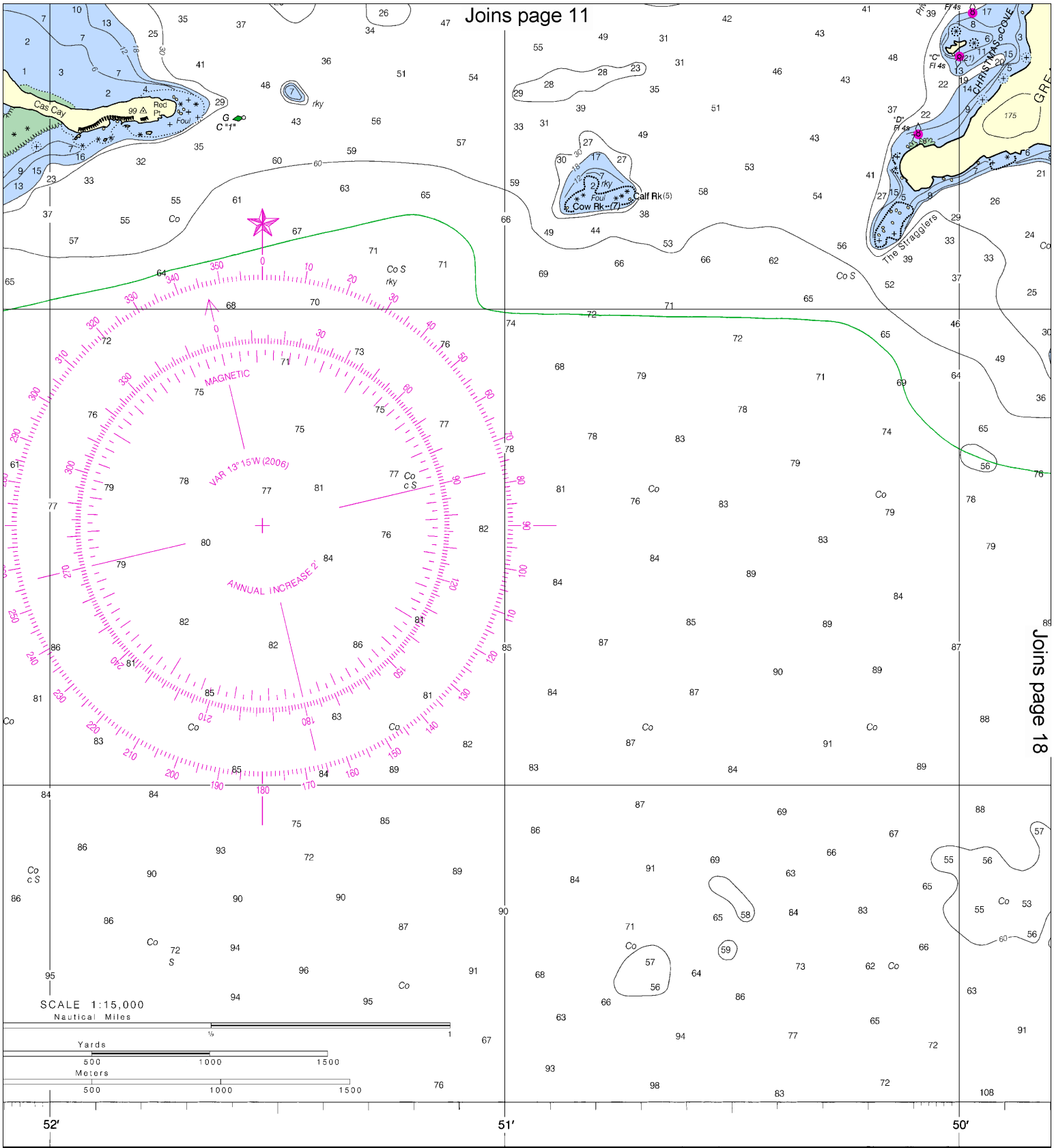
Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

See Note on page 5.

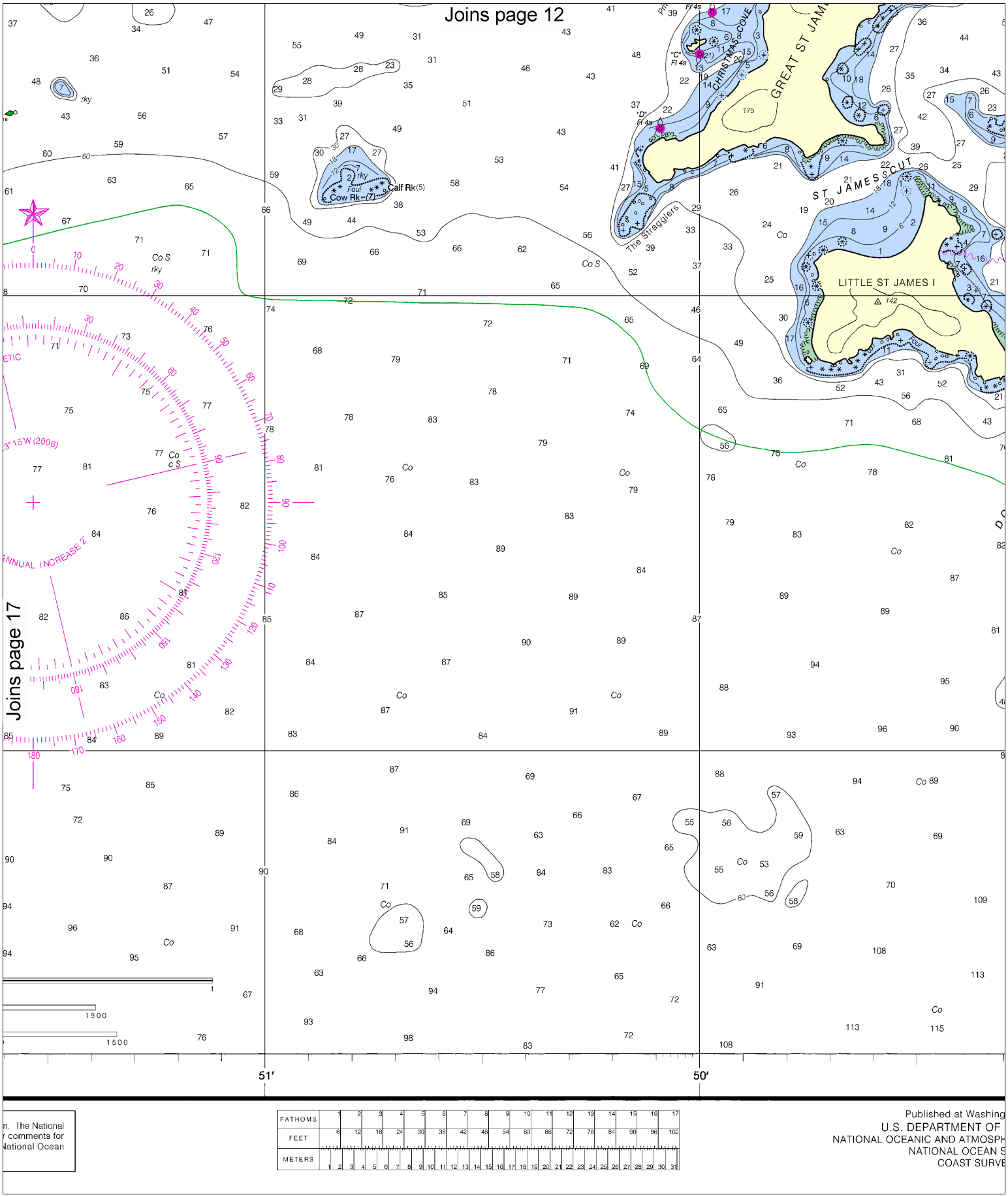
Joins page 11



Joins page 18

tical chart has been designed to promote safe navigation. The National e encourages users to submit corrections, additions, or comments for is chart to the Chief, Marine Chart Division (N/CS2), National Ocean AA, Silver Spring, Maryland 20910-3282.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31																



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18

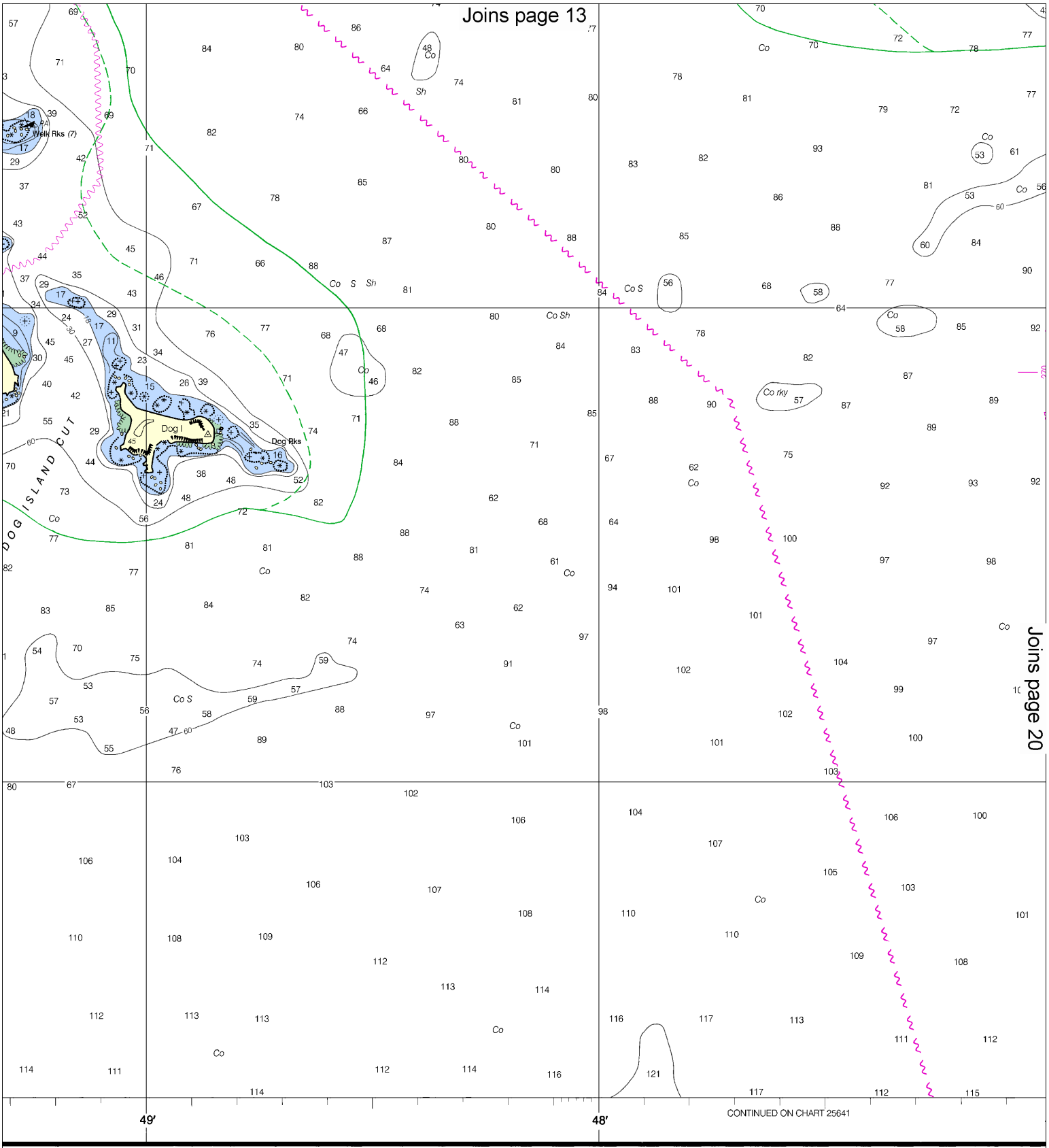
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

Nautical Miles: 0 — 1

Yards: 500 — 0 — 500 — 1000 — 1500

See Note on page 5.

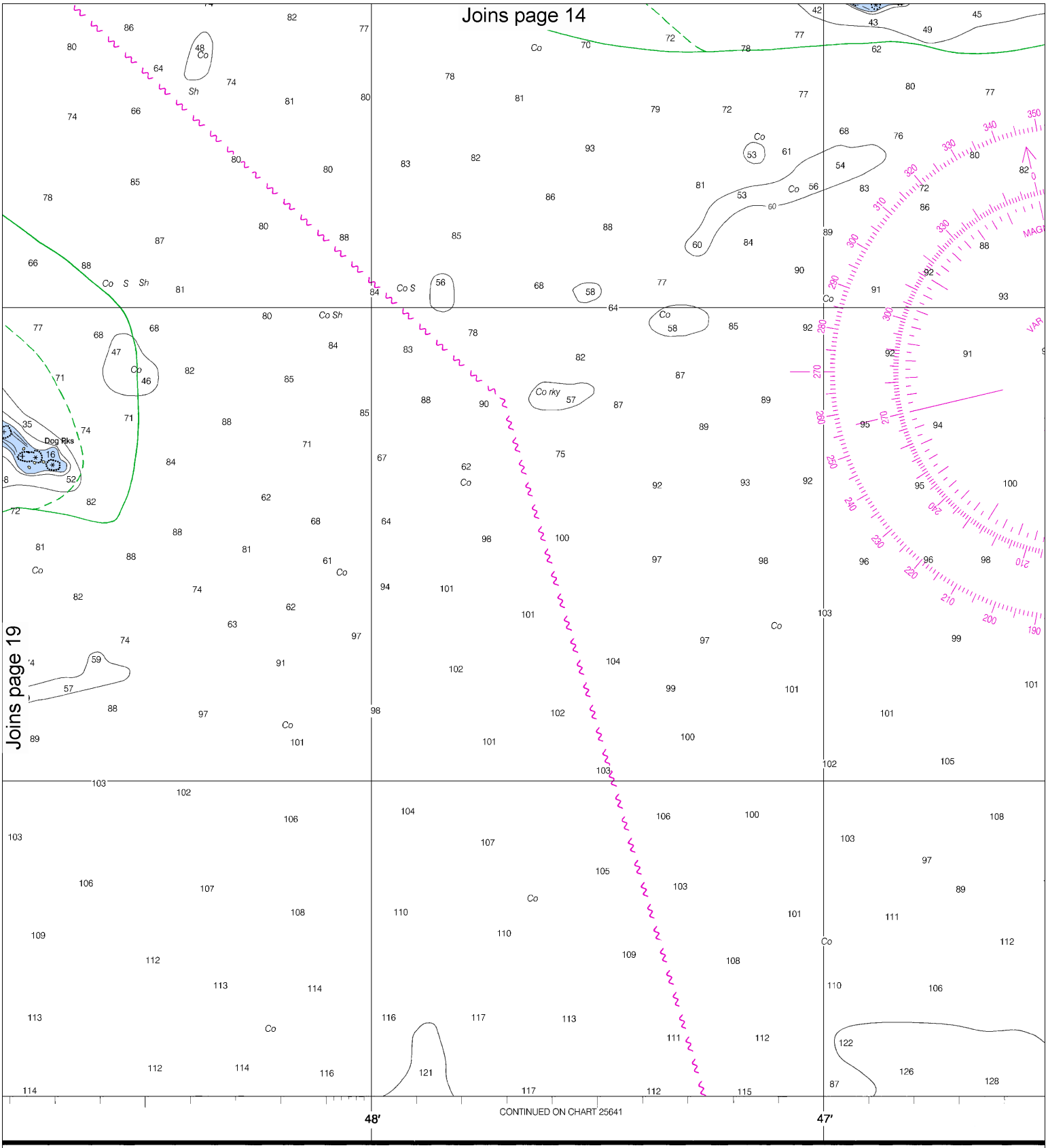


ngton, D.C.
F COMMERCE
PHERIC ADMINISTRATION
SERVICE
VEY

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:15,000~~

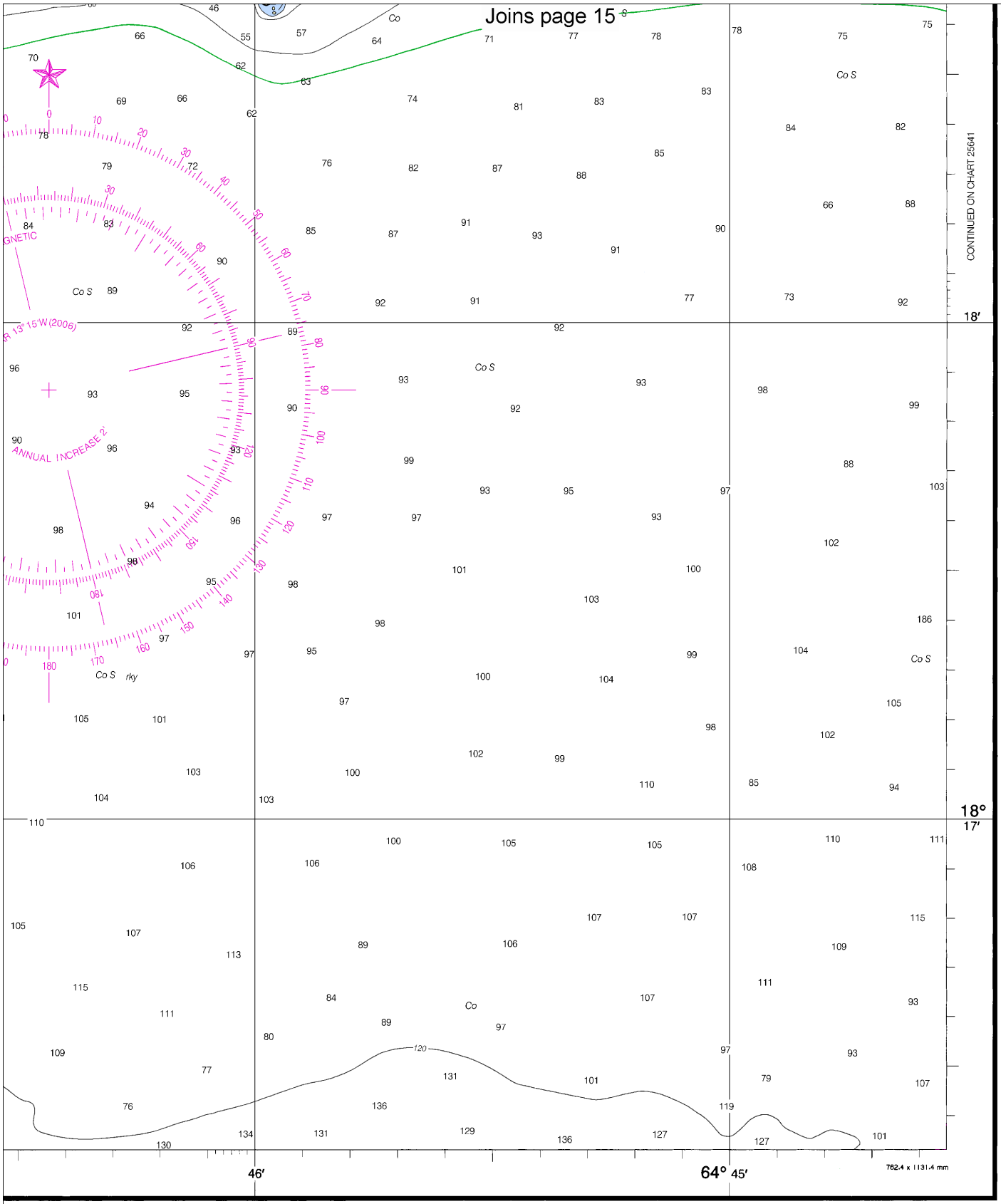
Nautical Miles

0 1

Yards

500 0 500 1000 1500

See Note on page 5.



UNDINGS IN FEET

Pillsbury Sound

SOUNDINGS IN FEET - SCALE 1:15,000

25647

NSN 7642014012031 NGA REFERENCE NO. 25AHA25647

ED NO. 11

25647 Kapp 384

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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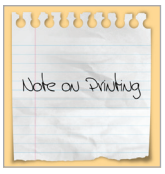

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NOAA's Office of Coast Survey The Nation's Chartmaker